

COUNTRY

Czechoslovakia

REPORT NO.

TOPIC

Fourth Air Force Replacement Regiment in Lipt. Mikulas

25X1 EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

1 September 1950 to January 1952

25X1 DATE OBTAINED

DATE PREPARED 13 October 1952

25X1 REFERENCES

PAGES

5

ENCLOSURES (NO. &amp; TYPE) b-sketches on ditto

REMARKS

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1. The 4th Air Force Repl Regt was directly assigned to the ministry of defense (MTO) in Prague. It was the only outfit of this type in Czechoslovakia and its mission was the training of air force mechanics. (1)
2. The regiment consisted of the headquarters located in Lipt. Mikulas (150/B 19); the training center for aircraft mechanics in Poprad (150/F 68) and Dolni Kubin (150/X 91); and the aircraft mechanic school at Lipt. Mikulas, Poprad, and Vokrad airfield (150/X 91).
3. The training center for aircraft mechanics was attended by 15-year-old boys. Every spring, the Svez pro spolupraci a arnadv organization (Association for the Promotion of Cooperation with the National Military Establishment) waged a propaganda campaign among boys leaving school urging them to apply for admission to this training center. The students of the training center were given theoretical and technical instruction for a period of two years. They were under military supervision, but were not issued arms. A third year had to be served in Dolni Kubin. During this year, the trainees were sworn in and had to attend a six-month course at an NCO school. During their third year, they were also assigned to aircraft factories, where they had to work for six months as locksmiths, lathe hands, electricians etc. After completing three years at the training center for aircraft mechanics, the trainees were transferred to the second course of the aircraft mechanic school. After serving for three years at the training center, one more year at the aircraft mechanic school and four years as career NCOs, they were appointed mechanics 2nd class.
4. The aircraft mechanic school was entered at the age of 17. The students of the installation were designated "Candidates of the 1st or 2nd year". During the first year, the trainees had to attend the infantry NCO school besides receiving initial technical training. In their second year, they were trained as specialists for engines, electrical and photographic equipment, or as armorer artificers. They studied for two years at the school and subsequently for four years as aircraft mechanics 2nd class. The best students either remained at Poprad as recruit instructors or were transferred to the Air Force Officer Mechanic School, which was believed to be in Liberec (151/C 18) (2). In Liberec, civilians had to study for two years, while graduates from the aircraft mechanic school finished to school in nine months and were then made mechanics 1st class. Mechanics 1st class had officer rank; the graduates from the aircraft mechanic school in Poprad became mechanics 2nd class, while

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mechanics 3rd class were inducted soldiers during their regular term of service. One battalion had one mechanic 1st class, seven mechanics 2nd class including two engine mechanics and three electricians; and a number of mechanics 3rd class. Each mechanic 1st class supervised three mechanics 3rd class. (3) In January 1952, the 1929 through 1934 classes, two thirds of which were Czech and one third Slovak, attended the aircraft mechanic school.

5. In January 1952, the 4th Air Force Repl Regt was organized as follows:

- a. The regimental headquarters was located at the Mlavní Kasarny at Lipt. Mikulas; the regimental commander was Major Martinisko (fmu), about 60 years old. A Soviet major served under the regimental commander. In the summer of 1951, the Soviet major, who was accompanied by another Soviet and several Czech officers, inspected the barracks installation.
- b. The auxiliary unit, likewise located at the Mlavní Kasarny at Lipt. Mikulas, consisted of soldiers who were drafted for the normal two-year period of service. They were employed as auxiliary personnel.
- c. The students of the second year (student unit) numbered about 200 men, who had volunteered to be trained as engine mechanics. After being stationed in Poprad prior to 1951, they were moved to the Mlavní Kasarny in Lipt. Mikulas. (5)
- d. The so-called aspirant unit was located at the Stara Kasarny in Lipt. Mikulas. It comprised drafted soldiers, who were being trained as mechanics 3rd class. After completion of their training, they usually became stock clerks at airfields, but they could also apply for acceptance at the air force academy in order to be trained as pilots.
- e. The students of the second year (student unit) had graduated from the aircraft mechanic school. They were also stationed at Lipt. Mikulas.
- f. Another unit of students in the second year (Jednotka dorostenku 2d rekemu) was located at the Gerlasske Kasarny in Poprad. It consisted of about 100 men and was organized into three platoons with four squadrons to each platoon. The unit included 25 photo-mechanics, 35 electro-mechanics, and about 40 candidate electro-mechanics.
- g. The unit of students in their first year was located at the Dukelske Kasarny in Poprad. It consisted of about 400 men and was organized into four detachments of 100 men each, each detachment consisting of four platoons with four squads of about eight men to each platoon. This unit comprised the 17-year-old volunteers who had graduated from the aircraft mechanic school and were serving in their first year. In July 1951, the unit comprised 25 photo-mechanics, 35 electro-mechanics, 200 engine mechanics, and 140 armor artificers. The photo and electro-mechanics remained in Poprad, while the engine mechanics and the armor artificers moved to Lipt. Mikulas and the Nokrad airfield respectively.
- h. The candidates of the first training year were in Poprad; 200 men were stationed at the Gerlasske Kasarny, and another 200 men at the Dukelske Kasarny. The unit comprised engine and electro mechanics in equal numbers. They were being trained along civilian lines under military supervision.
- i. The candidates of the second training year were also stationed in Poprad; 200 electro-mechanics were quartered at the Gerlasske Kasarny, and 200 engine mechanics at the Dukelske Kasarny.

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j. The auxiliary detachment, which was quartered at the Gerlasske Kasarny in Poprad, numbered 50 men, who contrary to all the other units of the regiment wore green uniforms.

k. Another auxiliary detachment of 50 men was stationed at the Dukelske Kasarny.

l. The candidates of the third year were stationed at Dolni Kubin. They were given KCO training for six months. Subsequently, the soldiers of this unit were sworn in.

m. Auxiliary detachment at Mokrad airfield.

n. The students of the second year were quartered at the barracks installation at Mokrad airfield. They numbered about 140 men, who were being trained as armorer artificers. They were said to be trained with aircraft armament at Malacki airfield. (6)

25X1 6. [redacted] furnished the following information on the barracks installations occupied by elements of the 4th Air Force Repl. Regt:

a. Slavni Kasarny in Lipt. Mikulas.

The installation was located 2 km from the Poprad railroad station in the direction of the town, about 200 meters distant from the railroad line. It covered a site of about 200 x 300 meters and consisted of 10 brick buildings, two of them three-story structures the remainder single story. Aircraft serving as instruction aids were parked in a hangar. Well equipped workshops and a large number of aircraft engines were available for instruction purposes. (7)

b. Gerlasske Kasarny in Poprad.

The installation consisted of two three-story, three two-story and three single-story buildings and covered a site about 200 x 500 meters. A well-equipped electric workshop was also available. Another workshop was equipped with about 25 machines including lathes, milling boring and planing machines. The photographic workshop was equipped with aircraft cameras including automatic cameras. A well stocked aircraft spare parts depot was also available. An S-99 and a C-3 B model aircraft were put up in the yard of the installation. (8)

Dukelske Kasarny in Poprad.

The installation was located on the western perimeter of Poprad. It covered a site of about 300 x 150 meters and consisted of 11 brick buildings, three of which were three-story structures, two two-story buildings and the remainder single-story buildings. Aircraft engines from wartime aircraft were stored at the installation for instruction purposes. In 1951, work on the construction of a workshop for aircraft mechanics was started. (8)

Supply Depot in Poprad.

About 500 meters west of the Gerlasske Kasarny, there was a supply depot consisting of three brick buildings on a site of 100 x 150 meters. Poprad airfield was about 3 km from the perimeter of the town, north of the Poprad-Streba (? 50/D 48) railroad line, about 150 meters distant from the line. The field measured 1,500 x 500 meters. The landing field had a grass cover; concrete strips were not available. One hangar at the southern edge of the installation housed some Le-109s, which were not permanently stationed at the field. An ordnance shop was located in the barracks installation at the airfield. A building of the Aero Club was also available. The hangar also housed some unusable Siebel and He-109 planes in addition to one La-5 and some sport planes. (9)

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## c. Barracks Installation in Val.Nezirici.

There was a barracks installation in Val.Nezirici (P 50/0 34), south of the road to Krachovec, on the perimeter of the town. It covered a site of 300 x 40 meters and consisted of 15 brick buildings, five of which were three-story structures. Air Force officer candidates, who attended an AM course and possibly also an air force reserve officer corps were temporarily quartered in this barracks installation. (10)

7. Officers [redacted] included Senior Lieutenant Mach (fmu), Lieutenant Urban (fmu), Senior Lieutenant Soukop (fmu), Lieutenant Dvorak (fmu), Junior Lieutenants Skala (fmu), Kozlik (fmu), Holecek (fmu), Colonel Ladislav Bernhard, commander of the barracks installation at Val.Nezirici, Major Stransky (fmu), his deputy, and Major Martinisko (fmu), commanding officer of the 4th Air Force Repl. Regt. (11) 25X1

8.

## 9. General Information.

All the units of the 4th Air Force Repl. Regt apparently had numerical [redacted] of the regiment was Letectky drostenc XY, Military Post Administration 11/E Poprad-Vysoke Tatry. The dress uniform worn by the student unit in Poprad was the model 21 uniform which was introduced in 1951. It had a stand-up collar, black-bordered blue epaulets and yellow air force insignia. (12) During training activities, the model 45 uniform with the same insignia was worn. All the units were armed with model CS-24 rifles, some light model 26 machine guns, model 48A submachine guns, German pistols, and some Soviet submachine guns. Some heavy machine guns were also available. The army pay for students in their first and second years of training was 10 Czech crowns per day besides three cigarettes. The pay was increased by one crown per day for each higher grade reached. Candidates were given seven crowns during their first year, eight in the second and nine in the third year of training. The food and the sanitary conditions were good.

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## 10. [redacted] furnished the following information on military installations:

Val Nczirici-airfield, a purely military installation, was northwest of the town, north of the Val Nczirici-Kranice (P 50/0 25) road, about 2,500 meters from the border of the town. The field covered a site of about 500 x 1,000 meters. Concrete strips were not available. A corrugated sheet metal hangar was continuously guarded. A wooden hangar used by the local Aero Club was also available. (13) Kokrad airfield was allegedly still under construction. Runways were scheduled to be built there. (14) A special school for ground personnel and radar operators was located in Pardubice (O 51/F 79). (15) A military hospital was located in Ruzomberok. Parachutists, who were being treated there, told that they belonged to the parachute training center in Tresev (R 49/L 37). (16)

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A three-year training course for volunteer fighter and light bomber pilots was said to be given in Dolni Kubin. (17) Similar courses were allegedly also given at Sternberk (P 50/N 36), Hradec Kralove (O 51/C 71) and Pardubice. (18) (19) and (15). Jet engines were allegedly manufactured at the Avia Aircraft Plant in Prague. The students of the aircraft mechanic school were made familiar only with conventional piston engine aircraft. (20)

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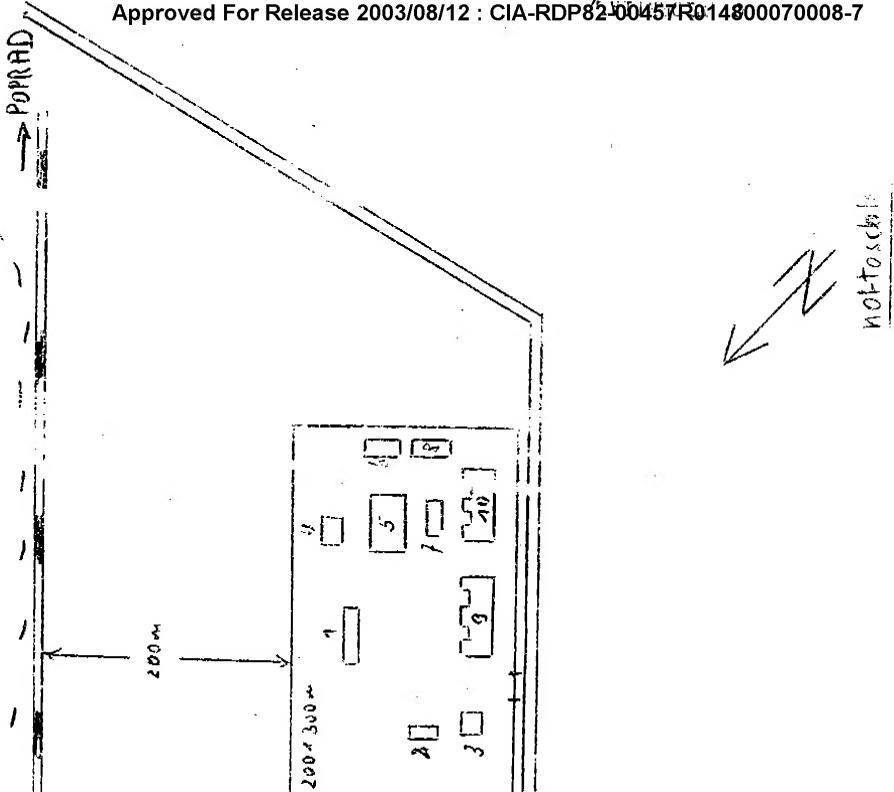
Comments.

- (1) The 4th Air Force Repl Regt was previously assumed to be located at Poprad. The information that this regiment trains only the technical personnel of the Czech Air Force is received for the first time. Previously, there was one air force replacement regiment in each air force service area. The pertinent information appears credible, since the II and III Air Force Service Areas, whose headquarters were in C. Rudejovice and Brno respectively, were deactivated.
- (2) Prior to July 1949, the military aircraft mechanic school was located at Liberec airfield. Information dating from September 1949 indicated that this school began to move to Lokrad and Poprad in late July 1949. It is unknown whether the Academy for officer Aircraft Mechanics is now located in Liberec. However, since this airfield is unsuitable for an air unit with regard to its unfavorable soil conditions, the presence there of a technical school appears credible.
- (3) It is believed that the term battalion refers to the basic ground organization attached to every air force regiment.
- (4) An air force apprentice school was previously stationed at Olomuc airfield. After the 4th Air Force Repl Regt took over its missions, it was probably deactivated. A pilot school is believed to be located at this field.
- (5) The so-called student companies comprise the two classes of the aircraft mechanic school, while the term of candidate units is applied to the three classes of the aircraft mechanic training center. The candidates enter the training center at the age of 15, receive a basic technical training for three years and then enter the second class of the aircraft mechanic school.
- (6) An air force gunnery school is located at Malacky airfield.
- (7) For sketch of the Ulavni Kasarny in Lipt./Mikulas see Annex 1.
- (8) For sketch of the Gorlassky Kasarny in Poprad, see Annex 2. For sketch of Lubelske Kasarny in Poprad, see Annex 3.
- (9) The data on Poprad airfield essentially agree with previous information. A training unit of the Czechoslovak Air Force is believed to be stationed at Malacky side by side with the ordnance depot of the aircraft mechanic school.
- (10) In 1948, the 3d Air Force Repl Regt was located in Val.Mezirici. No information on this airfield has been received after that date.
- (11) All the officers mentioned are reported for the first time.
- (12) For epaulets and insignia worn at the aircraft mechanic school and the training center for aircraft mechanics, see Annex 4.
- (13) No details on Val.Mezirici airfield were known previously. The installation, which is believed to be of minor importance, is occupied by a training unit.
- (14) In late 1950, Lokrad airfield was still under construction. More recent information on this installation has not been received.
- (15) Extensive construction work is under way at Pardubice airfield. According to previous information, a school for radio operators and navigators was located there in 1949.
- (16) According to information of October 1950, a special parachute regiment moved to Presov. The regiment was located at the Masaryk, Stefanic, and Jiskrov barracks installations.
- (17) The airfield nearest to the locality of Dolni Kubin.
- (18) An air force preparatory school is believed to be stationed at Sternberk airfield.
- (19) The Czech Air Force Academy is located at Hradec Kralove airfield.
- (20) Regarding the manufacture of jet aircraft at the Rudy Letov and Avia Aircraft Plants,

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Layout of the Ilavni kaserry in Lipt.MikulasPRAHALipt. SV. MIKULASLayout of the Ilavni kaserry in Lipt.Mikulas.

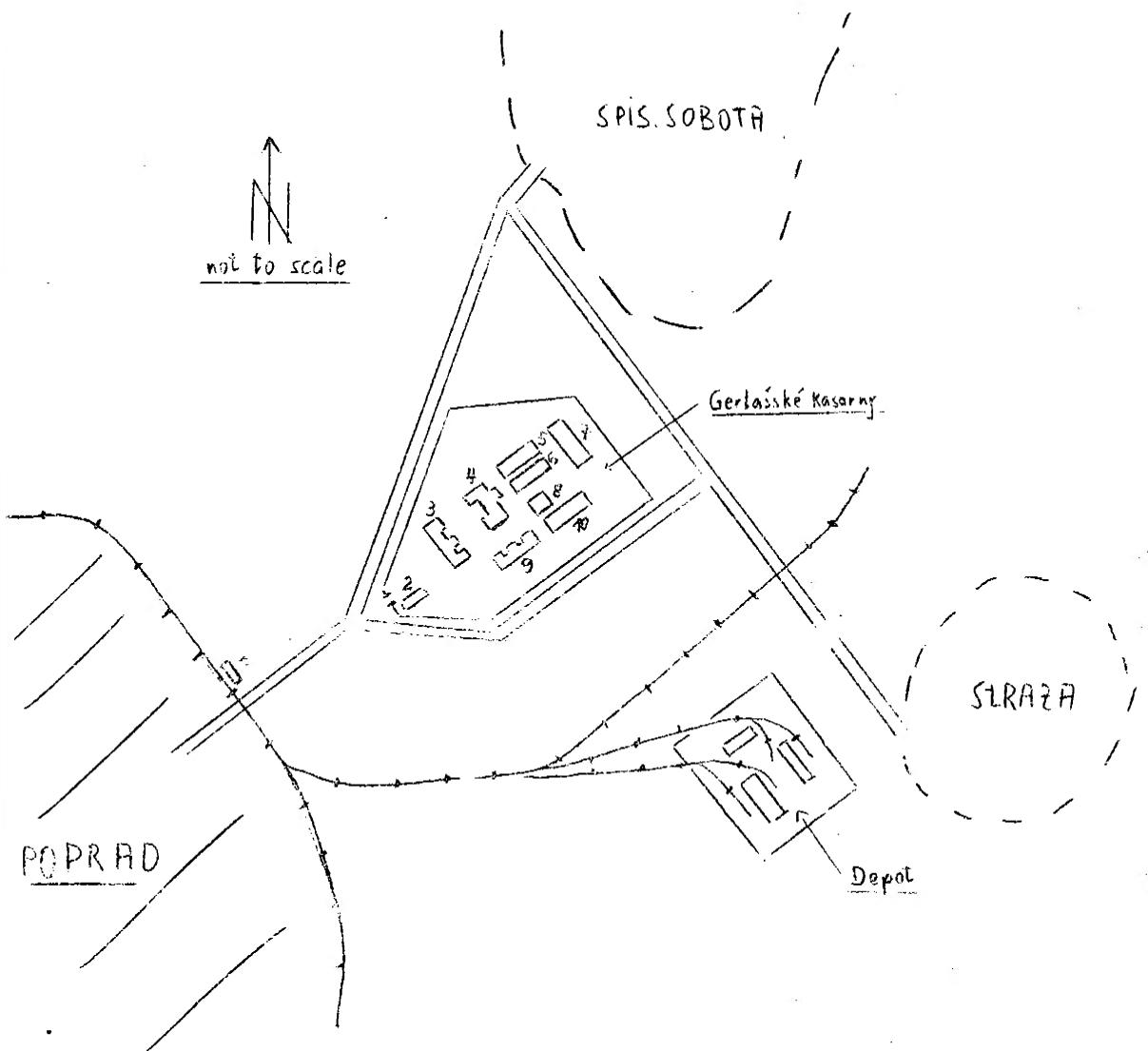
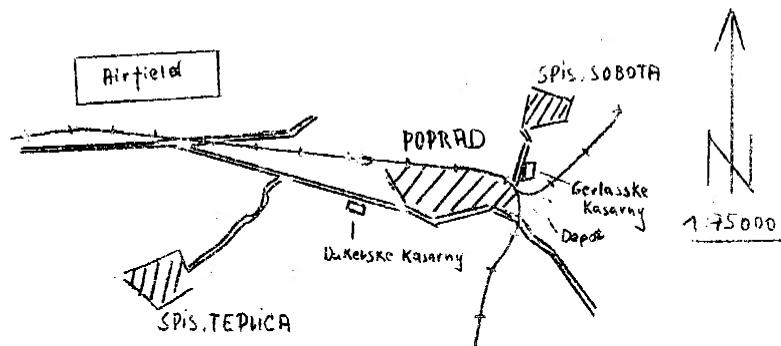
## Legend:

- 1 Garage
- 2 Dispensary
- 3 Guardhouse
- 4 Unknown
- 5 Large shed (hangar?)
- 6 Aircraft engine workshop
- 7 Unknown
- 8 Workshop
- 9 and 10 Three-story billets

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Legend: see next page

Location of Poprad Airfield and Layout of the Gerlassky Kasarny in Poprad



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Location of Poprad Airfield and Layout of the Cerlasky Kasarny in Poprad.

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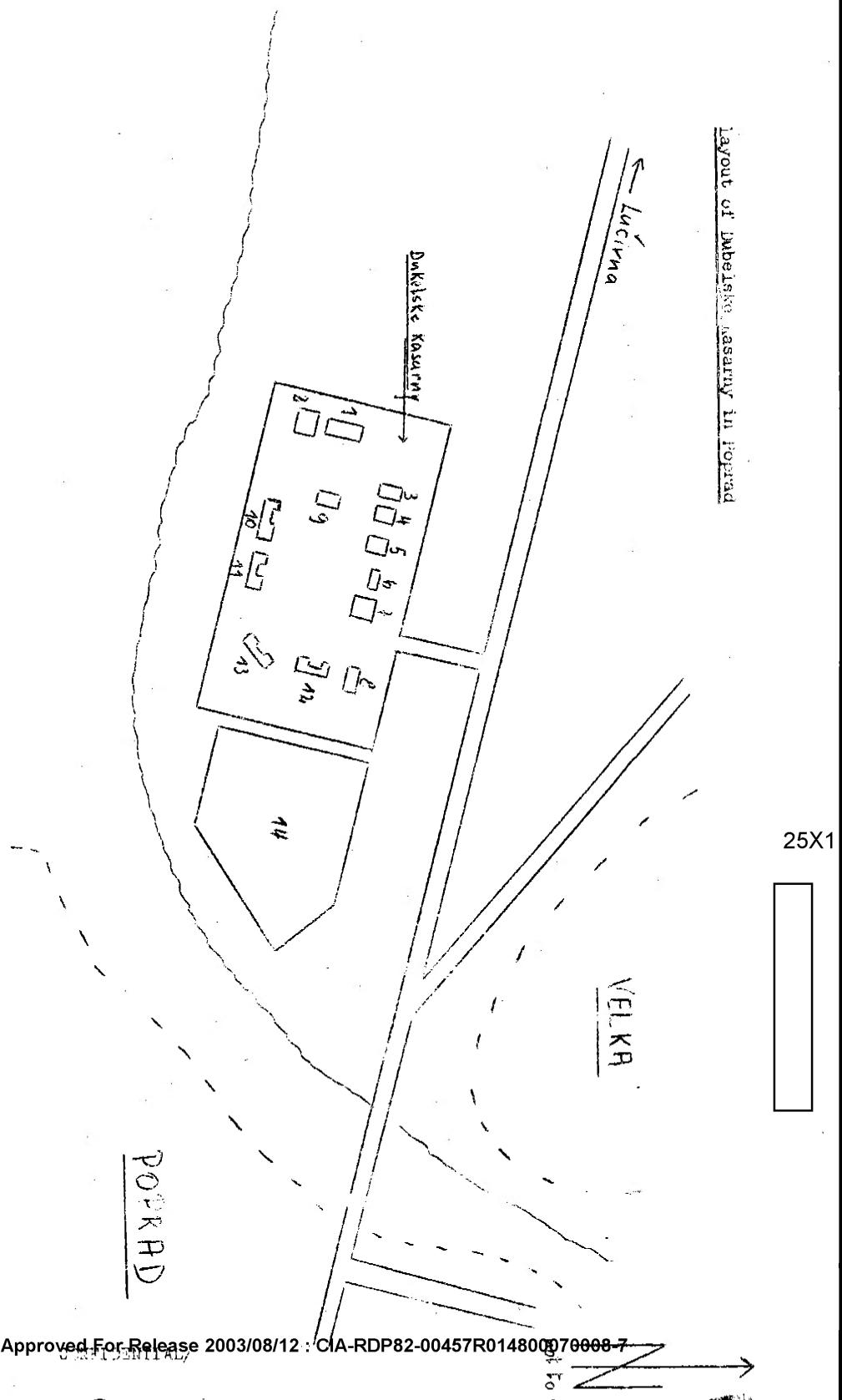
- 1 Spiska Sobota railroad station
- 2 Guardhouse
- 3 EM quarters
- 4 Kitchen, messhall, motion picture theater
- 5 and 6 Magazines, carpenter shop, garages
- 7 Workshop
- 8 Photo-mechanic workshop
- 9 EM quarters
- 10 Electro-mechanic workshop.

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layout of Dubelsko kasarny in Poprad



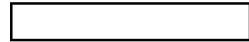
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Layout of Dubelske Kasarny.

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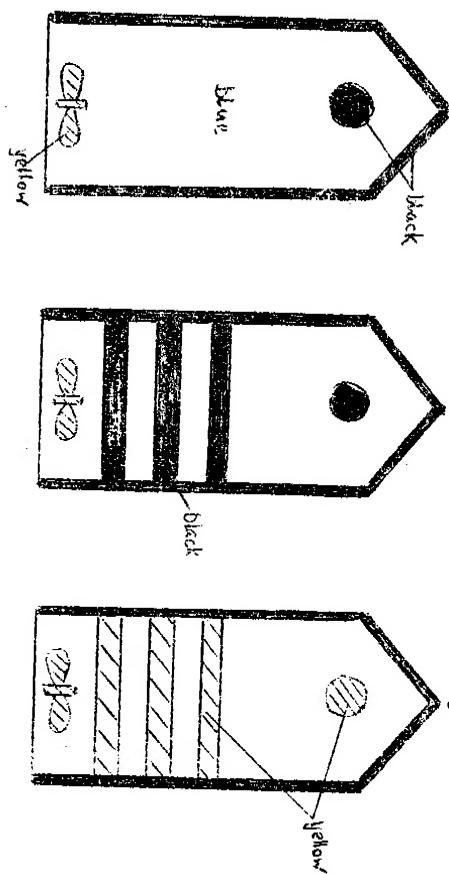
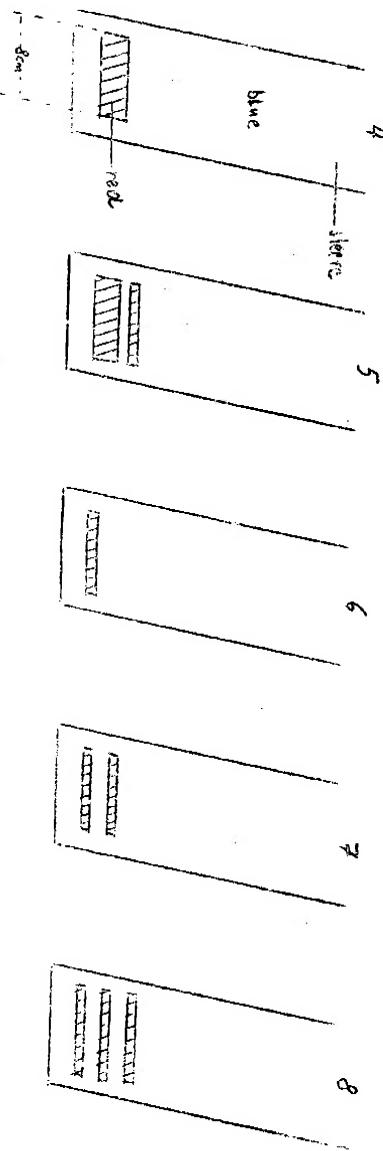
- 1 Storage of timber and straw
- 2 Coal dump
- 3 Filling station
- 4 Motor vehicle repair shop
- 5 Laundry
- 6 Garage
- 7 Class room, stockroom for items of clothing and arms
- 8 Guardhouse
- 9 Aircraft engine workshop
- 10 Three-story EM quarters
- 11 Quarters and kitchen
- 12 Dispensary
- 13 Three-story administration and billeting building
- 14 Officer billets.

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Approved for inspection material the aircraft mechanics school and the Training Center for Aircraft Mechanics

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Legend, see next page

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Epaulets and Insignia Worn at the Aircraft Mechanic School and the Training Center for Aircraft Mechanics.

Legend:

- 1 Epaulets worn by members of student and candidate units
- 2 Epaulets worn by careers of student units
- 3 Epaulets worn by career careers
- 4 Sleeve insignia worn by students during their first year
- 5 Sleeve insignia worn by students during their second year
- 6 Sleeve insignia worn by candidates during their first year
- 7 Sleeve insignia worn by candidates during their second year
- 8 Sleeve insignia worn by candidates during their third year

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